

Great Seneca Hwy @ Muddy Branch and Sam Eig Hwy -- No. 500005

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Gaithersburg Vicinity**
 Relocation Impact **None.**

Date Last Modified **February 7, 2002**
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 Required Adequate Public Facility **NO**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	550	124	263	163	163	0	0	0	0	0	0
Land	18	0	18	0	0	0	0	0	0	0	0
Site Improvements and Utilities	246	0	100	146	146	0	0	0	0	0	0
Construction	936	0	0	936	936	0	0	0	0	0	0
Other											
Total	1,750	124	381	1,245	1,245	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,645	24	381	1,240	1,240	0	0	0	0	0	0
Development											
Approval Payment	100	100	0	0	0	0	0	0	0	0	0
Intergovernmental	5	0	0	5	5	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for reconstruction of a segment of Great Seneca Highway at its intersection with Muddy Branch Road and Sam Eig Highway for congestion mitigation. Anticipated improvements include: widening portions of Great Seneca Highway and Sam Eig Highway ramps to tie into a developer's project at the Sam Eig Highway/Great Seneca Highway intersection; construction of additional turning lanes on Great Seneca Highway at Muddy Branch Road; and installation of traffic signal devices.

Service Area

Gaithersburg vicinity

JUSTIFICATION

Studies conducted by DPWT Division of Traffic and Parking Services and comprehensive consultant studies indicate significant congestion in this roadway segment. After the project is implemented, the a.m. Level of Service (LOS) of the Muddy Branch Road Intersection will be improved from "F" to "D" with a reduction in Critical Lane Volumes (CLV) of 322 vehicles. The p.m. LOS will be improved from "F" to "E" with a reduction in CLV of 187 vehicles. In order to address the p.m. westbound weaving problem, the p.m. LOS will be improved from "B" to "A" with an increase in CLV of 186 vehicles.

Plans and Studies

Accident and Congestion Studies. Studies conducted by DPWT Division of Traffic and Parking Services and comprehensive consultant studies indicate significant congestion in this roadway segment. Physical modifications to these intersections will improve the level of service and reduce operational problems associated with weaving movements between the two intersections.

Cost Change

The cost decrease is due to the reduced scope.

STATUS

Detailed design stage.

OTHER

The scope of the project was reduced to reflect intersection improvements at Great Seneca Highway/Sam Eig Highway which are now being constructed by a developer. This project is part of a coordinated effort to mitigate congestion at some of the County's most congested intersections. The construction completion date remains unchanged.

FISCAL NOTE

Development approval payments (DAP) collected through FY99 have been programmed in this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY00	(\$000)
Initial Cost Estimate		2,600
First Cost Estimate		
Current Scope	FY03	1,750
Last FY's Cost Estimate		2,600
Present Cost Estimate		1,750

Appropriation Request	FY03	-590
Appropriation Request Est.	FY04	0
Supplemental		
Appropriation Request	FY02	0
Transfer		0

Cumulative Appropriation	2,600
Expenditures/	
Encumbrances	268
Unencumbered Balance	2,332

Partial Closeout Thru	FY00	0
New Partial Closeout	FY01	0
Total Partial Closeout		0

COORDINATION

Intersection and Spot Improvements
 M-NCPPC
 Maryland State Highway Administration
 Department of Permitting Services
 Utilities
 Municipalities

MAP

See Map on Next Page

